



## Why delay the effectiveness of the rezone?

The proposed delay speaks only to the effectiveness of the rezone that is proposed as part of the North Redmond neighborhood plan. The delay allows the rezone to occur, however, it then postpones the start of construction activities that relate to redevelopment of the vicinity properties.

### Details:

- 1.) The rezone is for an underlying base at a maximum of four units per acre with an added limitation on the transfer of densities from critical areas and their associated buffers. The transfer that would normally occur at the same density as the underlying zoning, would be limited to one unit per acre within an overlay area called the Conservation and Residential Development Overlay.
- 2.) Overlays enable special conditions beyond the standard zoning classifications and land use designations. In the specific overlay areas, within the North Redmond neighborhood, a presence of critical areas led to the interest in added preservation and limitation.
- 3.) The “delay in effectiveness of the rezone” applies to the date upon which the physical density of a property may change, while the zone would be in place upon adoption of the North Redmond neighborhood plan. This ensures the application of the rezone and associated overlay while postponing construction activity and allowing for a collaborative determination of conditions for development.
- 4.) Conditions of development will be determined as part of a corridor study along both Redmond-Woodinville Road; from 160<sup>th</sup> Avenue NE to NE 124<sup>th</sup> Street; and 154<sup>th</sup> Place NE. The study is scheduled for 2007.
- 5.) A date-certain for completion and adoption of the corridor study has been identified by City Council for September 30, 2008. This ensures that the effectiveness of the rezone will occur and redevelopment may then take place.
- 6.) The study will address aspects of the two corridors that have not been established in either the North Redmond neighborhood plan or the Transportation Management Plan. These aspects include and are not limited to:
  - a. Right-of-way width
  - b. Gateway designs
  - c. Corridor character including green character
  - d. Street cross-sections (design of sidewalks, planter strips, landscape easements, setbacks, bike lanes, turn lanes, and travel lanes)
  - e. Building and other structure setbacks
  - f. Pedestrian and bicycle safety
  - g. Vehicular, fire, and police access



- h. Continuation of the 116<sup>th</sup> Trail toward the Sammamish River Trail
  - i. Coordination of improvements
  - j. Internal circulation patterns for future development
  - k. General character and functionality of the corridors
- 7.) Property owners and residents are asked to comment. City staff is available to answer questions and listen to concerns and ideas. Refer to the contact details below.
- 8.) Residents are also asked to participate in the upcoming corridor study in order to help with the determination of the aspects listed above.
- 9.) City Council is scheduled for adoption of the North Redmond neighborhood plan update on November 7, 2006. Input is sought in support of the Council's review and in order to continue with the adoption of the neighborhood plan update as scheduled.

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City Council, [MayorCouncil@redmond.gov](mailto:MayorCouncil@redmond.gov) ;  
also <http://www.redmond.gov/insidecityhall/citycouncil/contactus.asp>

**Other related, information resources:**

Redmond's Housing Policies:  
<http://www.redmond.gov/intheworks/Redmond2022/prophousing.asp>

Connecting Redmond and Redmond's Transportation Master Plan:  
<http://www.redmond.gov/connectingredmond/>

King County's Growth Management Planning Council:  
<http://www.metrokc.gov/DDES/gmpc/index.shtm>